The listing of claims will replace all prior versions and listings of claims in the application:

Listing of Claims:

Claim 1 (currently amended) A method for aligning a passenger loading bridge having an aircraft-engaging end to a doorway of an aircraft, comprising ~~the steps of~~:

defining a parking position of the aircraft adjacent to the passenger loading bridge by positioning the aircraft-engaging end of the passenger loading bridge adjacent to a desired stopping location of the doorway of the aircraft;

guiding the aircraft toward the aircraft-engaging end of the passenger loading bridge[[;]] by

providing a human intelligible indication for indicating [[a]] the parking position of the aircraft, the human intelligible indication being dependent upon [[a]] the position of the aircraft-engaging end of the passenger loading bridge, such that substantially varying the position of the aircraft-engaging end of the passenger loading bridge results in a substantial variation in the parking position of the aircraft;

stopping the aircraft at the parking position in dependence upon the human intelligible indication, such that the doorway of the aircraft is substantially aligned with the aircraft-engaging end of the passenger loading bridge; and,

adjusting the passenger loading bridge to move the aircraft-engaging end into an aircraft engaging condition.

Claim 2 (currently amended) A method according to claim 1, ~~including the steps of~~ comprising:

determining a type of the aircraft; and,

selecting the parking position of the aircraft based on the determined type of the aircraft,

wherein a different parking position is selected for different aircraft types.

Claim 3 (original) A method according to claim 2, wherein the parking position of the aircraft is selected from a plurality of predetermined parking positions for a same type of aircraft at a same passenger loading bridge.

Claim 4 (currently amended) A method according to claim 2, wherein positioning the aircraft-engaging end of the passenger loading bridge comprises ~~including the step of~~ moving the aircraft engaging end of the passenger loading bridge to a position adjacent to the selected parking position of the aircraft.

Claim 5 (currently amended) A method according to claim 1, wherein ~~the step of~~ adjusting the passenger loading bridge to move the aircraft-engaging end into an aircraft engaging condition includes ~~a step of~~ extending the passenger loading bridge a distance of between 0.5 meters and 3 meters.

Claim 6 (currently amended) A method according to claim 5, wherein ~~the step of~~ adjusting the passenger loading bridge to move the aircraft-engaging end into an aircraft engaging condition includes ~~a step of~~ extending the passenger loading bridge a distance of less than 1 meter.

Claim 7 (currently amended) A method for aligning a passenger loading bridge having an aircraft-engaging end to a doorway of an aircraft, comprising ~~the steps of~~:

determining a type of the aircraft;

determining a desired parking position for the determined type of the aircraft;

moving the aircraft-engaging end of the passenger loading bridge to a position adjacent to the desired parking position;

guiding the aircraft toward the aircraft-engaging end of the passenger loading bridge[[;]] by

providing a human intelligible indication for indicating the desired parking position of the aircraft, the human intelligible indication being dependent upon the position of the aircraft-engaging end of the passenger loading bridge, such that substantially varying the

position of the aircraft-engaging end of the passenger loading bridge results in a substantial variation in the parking position of the aircraft;

stopping the aircraft at the desired parking position in dependence upon the human intelligible indication, such that the doorway of the aircraft is substantially aligned with the aircraft-engaging end of the passenger loading bridge; and,

adjusting the passenger loading bridge to move the aircraft-engaging end into an aircraft engaging condition.

Claim 8 (currently amended) A method according to claim 7, wherein ~~the step of~~ adjusting the passenger loading bridge to move the aircraft-engaging end into an aircraft engaging condition includes ~~a step of~~ extending the passenger loading bridge a distance of between 0.5 meters and 3 meters.

Claim 9 (currently amended) A method according to claim 8, wherein ~~the step of~~ adjusting the passenger loading bridge to move the aircraft-engaging end into an aircraft engaging condition includes ~~a step of~~ extending the passenger loading bridge a distance of less than 1 meter.

Claim 10 (currently amended) A method according to claim 7, wherein ~~the step of~~ providing a human intelligible indication for indicating the desired parking position of the aircraft includes ~~the steps of~~:

displaying symbols to convey information to an operator of the aircraft, the information for guiding the aircraft toward the desired parking position.

Claim 11 (original) A method according to claim 10, wherein the symbols are displayed using a visual guidance docking system having a portion that moves in dependence upon the position of the aircraft-engaging end of the passenger loading bridge.

Claim 12 (original) A method according to claim 10, wherein the symbols are displayed using a stationary visual guidance docking system having a plurality of individual light sources, each individual light source being selectively illuminable.

Claim 13 (currently amended) A method according to claim 7, wherein ~~the step of~~ providing a human intelligible indication for indicating the desired parking position of the aircraft includes ~~the steps of~~:

positioning an indicator relative to the aircraft-engaging end of the passenger loading bridge,

wherein the position of the indicator is indicative of the desired parking position of the aircraft.

Claim 14 (original) A method according to claim 13, wherein the indicator is a wand.

Claim 15 (currently amended) A method for aligning a passenger loading bridge having an aircraft-engaging end to a doorway of an aircraft comprising ~~the steps of~~:

determining a type of the aircraft;

selecting a desired parking position for the determined type of the aircraft from a plurality of allowed parking positions for the determined type of the aircraft in the vicinity of the passenger loading bridge;

moving the aircraft-engaging end of the passenger loading bridge to a position immediately adjacent to the desired parking position;

guiding the aircraft toward the aircraft-engaging end of the passenger loading bridge;

providing a human intelligible indication for indicating the desired parking position of the aircraft, the human intelligible indication being dependent upon the position of the aircraft-engaging end of the passenger loading bridge, such that substantially varying the position of the aircraft-engaging end of the passenger loading bridge results in a substantial variation in the parking position of the aircraft;

stopping the aircraft at the desired parking position in dependence upon the human intelligible indication, such that the doorway of the aircraft is substantially aligned with the aircraft-engaging end of the passenger loading bridge; and,

adjusting the passenger loading bridge to move the aircraft-engaging end into an aircraft engaging condition.

Claims 16-23 (cancelled).

Claim 24 (new) A method for aligning a passenger loading bridge having an aircraft-engaging end to a doorway of an aircraft, comprising:

determining a type of the aircraft;

determining a desired parking position for the determined type of the aircraft;

moving the aircraft-engaging end of the passenger loading bridge to a position adjacent to the desired parking position;

guiding the aircraft toward the aircraft-engaging end of the passenger loading bridge;

providing a human intelligible indication for indicating the desired parking position of the aircraft, the human intelligible indication being dependent upon the position of the aircraft-engaging end of the passenger loading bridge, such that substantially varying the position of the aircraft-engaging end of the passenger loading bridge results in a substantial variation in the parking position of the aircraft;

stopping the aircraft at the desired parking position in dependence upon the human intelligible indication, such that the doorway of the aircraft is substantially aligned with the aircraft-engaging end of the passenger loading bridge; and,

adjusting the passenger loading bridge to move the aircraft-engaging end into an aircraft engaging condition,

wherein providing a human intelligible indication for indicating the desired parking position of the aircraft comprises displaying symbols to convey information to an operator of the aircraft, the information for guiding the aircraft toward the desired parking position.

Claim 25 (new) A method according to claim 24, wherein the symbols are displayed using a visual guidance docking system having a portion that moves in dependence upon the position of the aircraft-engaging end of the passenger loading bridge.

Claim 26 (new) A method according to claim 24, wherein the symbols are displayed using a stationary visual guidance docking system having a plurality of individual light sources, each individual light source being selectively illuminable.

Claim 27 (new) A method according to claim 24, wherein a different desired parking position is determined for different types of the aircraft.

Claim 28 (new) A method according to claim 24, wherein the desired parking position for the determined type of the aircraft is selected from a plurality of predetermined parking positions for the determined type of the aircraft at the passenger loading bridge.

Claim 29 (new) A method according to claim 24, wherein adjusting the passenger loading bridge to move the aircraft-engaging end into an aircraft engaging condition comprises extending the passenger loading bridge a distance of between 0.5 meters and 3 meters.

Claim 30 (new) A method according to claim 5, wherein adjusting the passenger loading bridge to move the aircraft-engaging end into an aircraft engaging condition comprises extending the passenger loading bridge a distance of less than 1 meter.